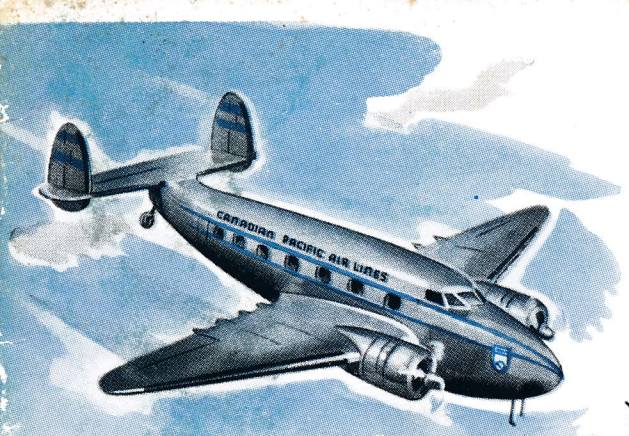

CANADA'S NORTHERN AIR ROUTES

THE WINGS OF THE WORLD'S GREATEST TRAVEL SYSTEM

A NEW CONTINENT BECKONS IN CANADA'S NORTHLAND!

CANADIAN PACIFIC
AIR LINES

Were he alive in the post-war world of tomorrow, Horace Greeley might well say, "Go north, young man, go north!"

For in Canada's Northland lie the world's greatest untapped resources . . . undiscovered wealth. There, north of the 53rd parallel, are over 1,500,000 square miles of largely undeveloped riches . . . minerals, timber, fuel. There are the air bases for short "roof-of-the-world" air lines to Europe and Asia . . . THERE IS THE FUTURE!

Already, Canadian Pacific Air Lines has laid the foundation for the north that *is to be*. A large fleet of modern planes, with an annual flying mileage of over 6,000,000 plane miles, steadily brings the north nearer to settled industrial centres. Today war cargoes fill these planes. Routes connect with Trans-Canada Air Lines and the leading United States air lines.

Yes, the north is opening. When victory is won, Canadian Pacific Air Lines will open it . . . wide . . . wide . . . WIDE!

Canadian Pacific
AIR LINES
The Wings of the World's Greatest Travel System

CANADA'S NORTHERN AIR ROUTES

CANADA is basically a transportation problem. In fact it is doubtful if the growth of any modern nation has been so conditioned on the progressive growth of transport vehicles. The economic, political and social life of the Dominion has been closely interwoven with the technological advance of transportation.

The development of the east-west Canada of to-day has largely been the result of this continuous expansion of surface transport in the form of rail, road, and river units. In like fashion this transformation has largely taken place in a narrow industrial and agricultural belt extending from the Atlantic to the Pacific to a depth of a few hundred miles north of the international border.

To-day there is a new north-south Canada rapidly emerging as the aeroplane, the latest and most revolutionary vehicle in the history of transportation, expands the concept of Canada to the far reaches of the Arctic Ocean and ultimately projects it into an integrated global air structure.

The dramatic aerial events taking place in Canada's Northland are a vital portion of a much larger world picture. No longer are we chained to the ground as the aeroplane weaves aerial networks across continents and oceans. A transportation revolution is in the making, and Canada, a natural for the development of air facilities because of its pivotal position on the world air map, is keeping pace with those nations moving into the dynamic world air structure.

Many Canadians yet fail to realize the area of this "New Canada" which lies north of Edmonton. It is 1,100 miles from Edmonton to Whitehorse while north to Aklavik on the shores of the Arctic it is 1,500 miles. Great mountain ranges and broad valleys have to be traversed to reach these points. Due to the rapid advancement of flying in these regions the former slow methods of surface transport have been relegated to an inferior position, and to-day the aeroplane is duplicating in the North what the steam locomotive did for the West half a century ago.

Perhaps the most succinct summarization which has been made of Canada's northern destiny is embodied in the following paragraph from *Canada Moves North* by Richard Finnie, in which this noted student of Arctic conditions stated: "Canada moves north. Canada must move north. Mining and industrial development will creep over the Circle and onward to the shores of the Arctic Ocean. Soon, with freight and passenger planes sweeping back and forth over the Polar Basin between Europe, Asia and North America, the Arctic Islands will become way stations."

The realization of this prophecy will be dependent, in a large measure, on the role played by the aeroplane. Already it is admitted that the greatest single factor in the large scale development of Canada's far northern regions has been the air carrier. In fact, flying freight services had their inception along Canada's northern air routes, and at the outbreak of war the Dominion's flyers carried the world's record tonnage of commercial air cargo. The history of this development goes back to 1920, when the rather insignificant total of 6,740 pounds was carried, and moves forward progressively to 1937 when the record volume of 24 million pounds was carried by air. Even in 1939 the air freighters of Canada moved 19 million pounds which compares with 9½ million pounds carried in the United States during the same year.

Northern air services also indicate that in Canada, unlike most countries, air routes were started originally from rail head northward to outlying regions rather than paralleling existing surface routes between heavy interurban population centres. The present air routes in Northern Canada are essentially complementary to both the transcontinental airline and to the great east-west railway systems.

Air freight services to northern points commenced on a major scale in 1926 in the Red Lake District of Northern Ontario and extended to the point where, in 1928, commercial aviation in Canada was rapidly expanding throughout the broad expanse of the North, and several companies were extending bush flying activities from coast to coast. In that year, C. H. Dickins, now Vice-President and General Manager of Canadian Pacific Air Lines, piloted the first plane over the "Barren Lands" of Canada's Northwest Territories. In the

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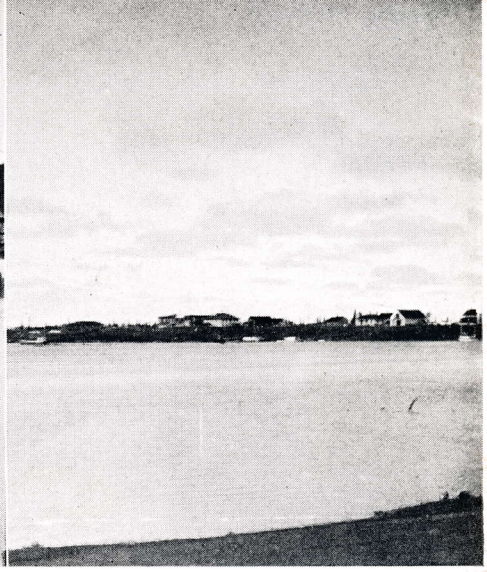
Planes service Yellowknife mining development, N. W. T.



View of part of Aklavik on the Arctic

following year he crossed the Arctic Circle and brought his Fokker monoplane down at Aklavik. This trip to the shores of the Arctic Ocean revolutionized the fur delivery system, and almost overnight the aeroplane became the transport medium replacing the dog sled and canoe of former years.

Other intrepid flyers followed a like course in opening up many new routes. In 1930 what is now the United Nations' greatest source of radium was discovered in the Far North at Great Bear Lake by plane. The aeroplane also played a prominent role in locating the richest mercury deposit in the British Empire in northern British Columbia. It is also significant that as early as 1931 the possibilities of Northern Canada with relation to global air routes were given world attention by the Lindbergh flights across the North to the Orient. In 1931-32 the aeroplane developed many new northern mining fields, and, by 1933, while flying was still not fully accepted in the more populated southern districts of Canada, the aeroplane had become a commonplace factor in the northern regions of the Dominion.

While these actual examples indicate the practical expansion which took place in developing northern air routes it still is a fact that, despite the intense interest in northern aerial developments during the past decade, and particularly since the present conflict commenced, the aerial advantages of this segment of North America have been known for some considerable time.

As early as 1915 the present Deputy Minister of Mines and Resources and Canada's outstanding student of northern conditions, Dr. Charles Camsell, made enquiries about obtaining flying boats for the exploration of the sub-Arctic. In 1917 the world-famous Arctic explorer, Vilhjalmur Stefansson, wrote to Sir Robert Borden urging the Government to institute an official survey of transpolar air routes, and one of the staunchest supporters of this proposal was J. A. Wilson, now the Dominion's Director of Air Services, and one of Canada's senior government officials who has been prominently associated with the growth of air services throughout the entire history of commercial aviation.

Even in 1922 the Canadian Government recognized the fact that the shortest routes between North America and Europe and Asia all pass through Northern Canada, and the authorities at that time had an aerial survey made of the islands of the Eastern Arctic. This study by Major R. A. Logan, however, did not merit full governmental support, as certain key officials considered transpolar flying as being somewhat fantastic.

Meanwhile resourceful and energitic pilots and small operators carried on their experimental work against great climatic and financial difficulties to lay the groundwork for the present extensive air network. Back of the recent sensational air expansion in Canada's Northland lie almost two decades of development, and it is admitted that without the experience of bush flyers and commercial air companies many of the present northern vital routes, together with valuable background operating data, would not presently exist.

Perhaps the most outstanding company engaged in northern aerial work was Can-

— 1,500 miles north of Edmonton

Eldorado Gold Mines and property on Great Bear Lake where radium ore is mined. One of the two most important producers of radium in the world

adian Airways, which, founded in 1930 by the late James A. Richardson of Winnipeg—one of the greatest contributors to the development of Canadian aviation, provided air services throughout many regions of Canada. It secured the first airmail contract in Canada and also pioneered the daylight flights on the prairie section of the transcontinental air route. It was well known throughout the Dominion particularly in northern areas, and in the fifteen-year period between 1927-1941 carried the record total of 80 million pounds of air cargo, 8 million pounds of airmail, and 250,000 passengers. These facts have long been hidden by the remoteness of the area in which the carrier operated, but are now becoming known as more extensive studies are made of the possibilities of northern flying.

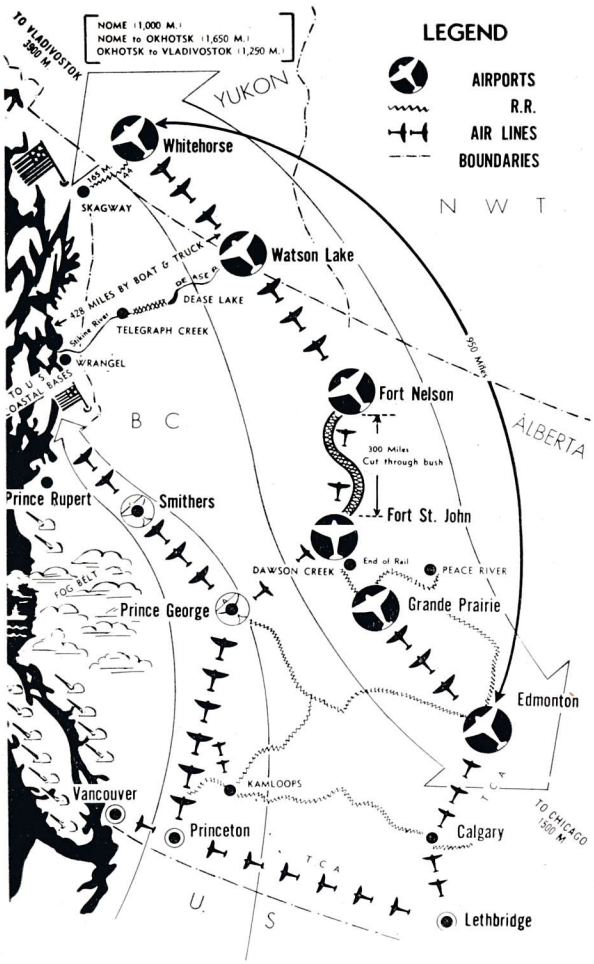
Then there is the story of Yukon Southern Air Transport. This inverted Y-shaped route operated northward from Vancouver and Edmonton to Whitehorse and Dawson and was founded by Grant McConachie, well-known northern air pioneer. Back in 1935, Sir James MacBrien flew overland from the Yukon across British Columbia and wrote in his diary that "Undoubtedly this route will be flown frequently in the future as it is one of the great routes from the United States and Canada to the Far East". It was Grant McConachie who accepted the challenge of this vast northern wilderness and after charter flights were made in 1934-35, a schedule mail service was commenced in the latter year between Fort St. John and Fort Nelson, and mail and passenger service between Edmonton and Whitehorse was inaugurated November 5, 1937, and the run was shortly extended to Dawson.

The line progressively grew in size and equipment until, at the outbreak of war, it was a most important factor in the northern air transport picture. Pioneer work done by this company in laying down landing strips and airfields assisted materially in locating the joint defence airfields and the Alaska Highway.

These two companies, along with other operating units, are now integral parts of Canadian Pacific Air Lines. While the Canadian Pacific Railway Company secured a charter from the Dominion Government in March, 1919, giving it the right to own and operate aircraft within and without Canada, it was not until 1930 that the company made an investment in Canadian Airways, then the nation's largest privately-owned air carrier.

In 1939 the Canadian Pacific undertook a survey of the nation's privately-owned air companies, and, as a result of the findings developed, further expanded its holdings in Canadian Airways and Yukon Southern, while interest was acquired in eight other smaller lines operating local services in various parts of the Dominion. In certain areas these companies operated duplicate and triplicate routes, but, with the Canadian Pacific exercising managerial control, plans were made to eliminate uneconomic and wasteful duplication, improve and standardize equipment, and place northern airlines on a sound financial and operating basis to provide maximum service to the public and presently to render invaluable aid in connection with the war effort.

The formation of the Canadian Pacific Air Lines took place early in 1942 and the



Map shows location of airfields on the road to Alaska.

W. I. B. photo

company now operates approximately 80 planes, has 1,300 transport employees, and 12,000 miles of north-south scheduled routes. During its second year of operation in 1943 CPA carried 9.5 million pounds of air cargo, 72,000 passengers and 2,200,000 pounds of airmail and flew 6.1 million revenue plane miles.

Besides the widespread aerial transport services provided in central and north-western Canada the company also rendered essential air transportation to assist in the development of the Goose Airport in Labrador during 1941-42 and has flown important supplies and equipment in connection with defence projects being erected for the governments of Canada and the United States in various parts of north-eastern Canada.

In addition to the vital service which CPA is rendering the nation's war effort with regard to the movement of essential cargo and personnel along northern defence routes, the company is the largest single civilian organization connected with the British Commonwealth Air Training Plan and operates, on a non-profit basis, six Air Observer Schools. It also manages five engine-overhaul and aircraft-repair plants under contract to the Department of Munitions and Supply for the overhaul and repair of R.C.A.F. equipment. To perform these vital tasks the company now employs over 9,200 employees in its transport operations, air-training schools, and aircraft overhaul plants.

As a result of the formation of CPA through the integration of practically all the pioneer northern air companies in Canada, the company has acquired the services of many of Canada's leading flyers. Already its staff officers include such well-known Canadian air personnel as C. H. "Punch" Dickins, G. W. G. McConachie, W. R. "Wop" May, C. R. Troup, G. A. Thompson, W. Wollett, Air Commodore Hollick-Kenyon, Ted Field, Walter Gilbert, and a number of others who are either associated with CPA in its present war transport operations or hold administrative or operating positions with its affiliated air-training schools and overhaul plants. The background knowledge possessed by these men will be of inestimable value in the post-war development of Canadian aviation and particularly the further expansion of air facilities and general progress throughout the North.

The value and importance of the northern air services have been proven beyond all doubt in this war. To-day on CPA's north-south routes extending from the St. Lawrence to the Pacific and north to the Arctic, over 90 per cent of the traffic carried is connected with war developments. The Alaska Highway, joint defence air route, oil wells, pipeline project, radium and mercury mines, and other vital minerals, have all been developed in the space of a few years because the aeroplane was available to get them started and keep them going.

It is doubtful if any portion of the world has used the aeroplane for carrying freight to a greater extent than Northern Canada. It is here utilized extensively and almost wholly as a common vehicle of transport and not a competitive means of luxury travel. Canada north of the 53rd

parallel has largely been developed by air and it would seem reasonable to assume that its future expansion will likewise depend considerably on the use which is made of present and expanded air facilities.

The aeroplane has long been synonymous with northern travel. It is a mode of transport which adapts itself readily to existing conditions. It is a truism that Indians, Eskimos, and prospectors, many of whom have never seen a street-car, automobile or train, were seasoned air travellers before their fellow citizens in the more highly populated areas of Canada.

In one particular field alone, that of fur transport, the aeroplane virtually revolutionized the industry and eliminated a year's delay in getting the furs out to markets. Even to-day on the shores of the Arctic the fur trading companies make the fullest possible use of air facilities to readily despatch their rich cargoes of fine furs such as mink, marten, fox, lynx and otter to the markets of the outside world. Radio has also assisted in keeping them posted on current fur auction prices, which facility has naturally made it possible to use the speedy air transport service to the maximum result.

The route of the famous Alaska Highway was made to parallel the airfield chain and the highway route was also chosen by means of aerial photography. Small planes were used to fly survey parties and trail blazers ahead of the road builders and to equip and supply advance units. They carried executives to strategic places for meetings and conferences. At one time CPA planes carried 50,000 pounds of airmail monthly to Army camps along the highway, and figures showing the record movement of express would be even more startling if permitted to be published.

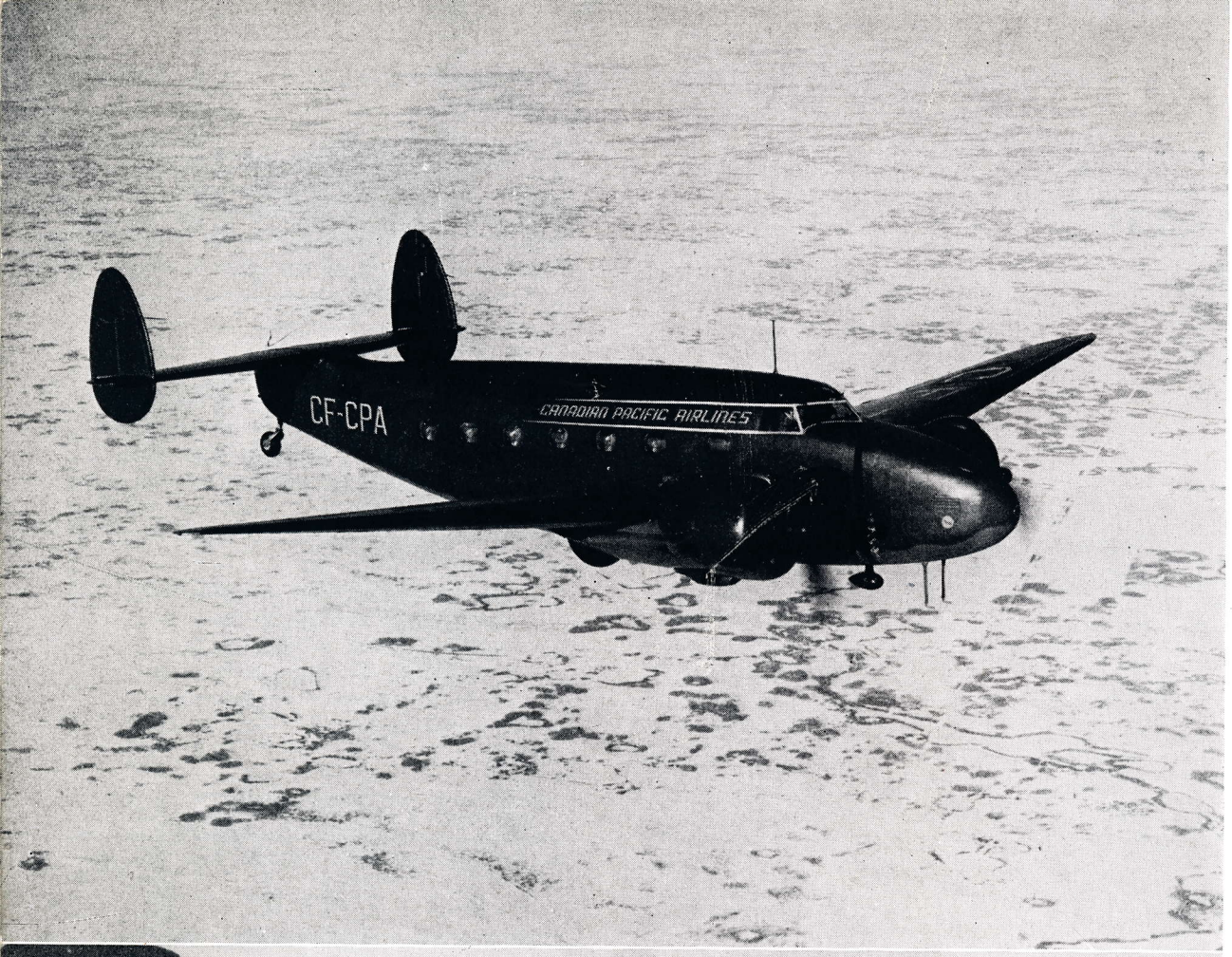
The newest and latest extensive surface transport development in the North is that known as the "Canol" project. It is from this $150 million oil project a scant 100 miles south of the Arctic Circle that the United Nations hope to draw a large share of their oil supplies for servicing Army and Air Force equipment in the northwest defence area. To assist in having daily air services on the 1,200-mile route between Edmonton and Norman Wells, where a decade ago a plane made the trip perhaps once a month, landing strips were hacked out of the bush by United States Army engineers.

This has been one of the outstanding feats achieved under the stress of emergency conditions now prevailing. Cost has naturally been a relatively minor factor as important defence benefits have been desired and transportation in all its forms has been expanded to meet ever-increasing demands. It is equally obvious that the vast physical transport network erected for war purposes, and much of it a permanent nature, will have far-reaching consequences in peace-time.

The impact of the war on Northern Canada has effected one of the most outstanding transportation revolutions in the history of mankind. Perhaps never before have all forms of transport progressed and expanded concurrently. Highway, airlines,

A big United States Army transport plane projects its snout in the foreground of this photo taken at Watson Lake airfield on the route to Alaska. The smooth field was cut from dense forest, 400 miles from civilization.

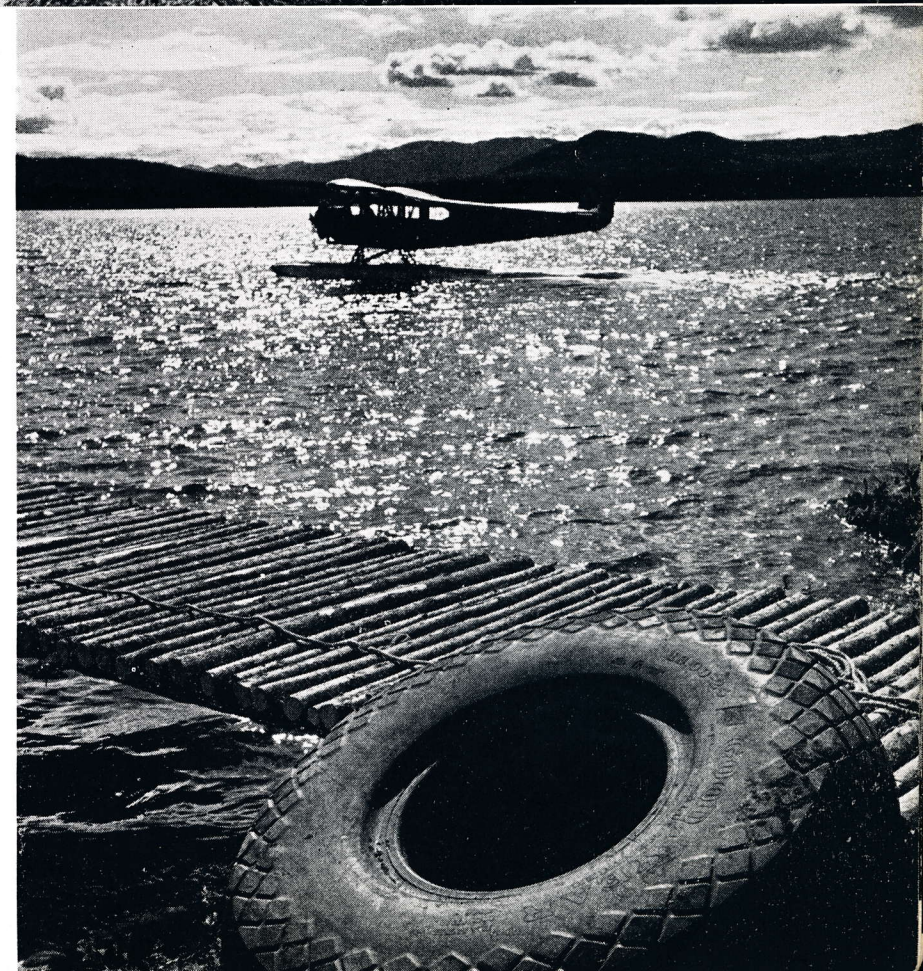
W. I. B. photo


CF-CPA
CANADIAN PACIFIC AIRLINES

Above:—CPA plane on northern lake bringing supplies to prospectors.

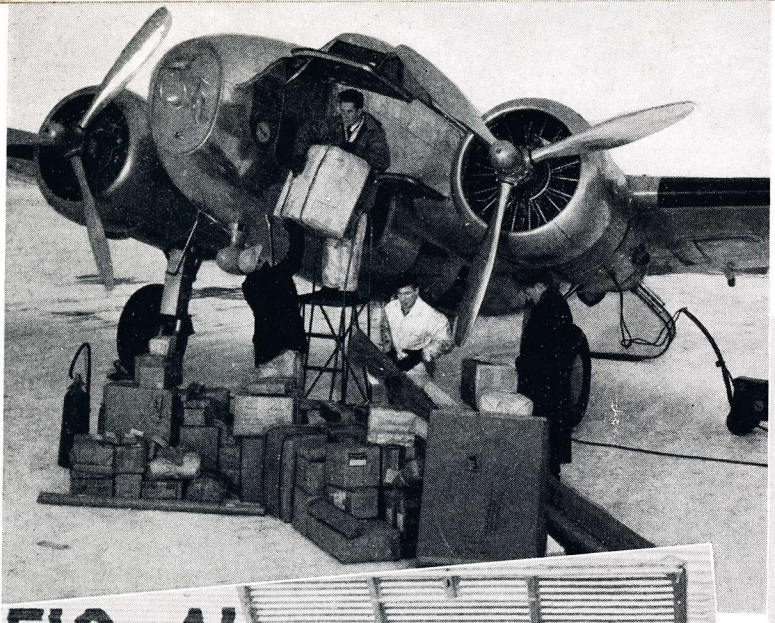
Top left:—Twin-engine high speed Canadian Pacific airliner in winter flight over northern prairie country

Bottom left:—This Canadian Pacific airliner is a long way from home at Saglek Fiord on the north coast of Labrador.



Right:—Northern lakes make natural landing fields for float-equipped planes.

W. I. B. photo



Centre row, top to bottom:—Take-off from a northern Alberta lake of a twin-engined float-equipped plane

Canadian Pacific airliner heading north from Edmonton above the clouds.

Canadian Pacific airliner leaving Montreal for Quebec and north shore points down the St. Lawrence.

At left, top to bottom:—

Flying freight taking off from Edmonton to far northern points. In 1943 CPA planes carried approximately 9.5 million pounds of air cargo along Canada's northern defence routes.

A horse weighing 1,700 pounds, which will be used to haul the ore cars and do other work around the cobalt mine at Werner Lake, Ontario, is loaded into the "Flying Boxcar".

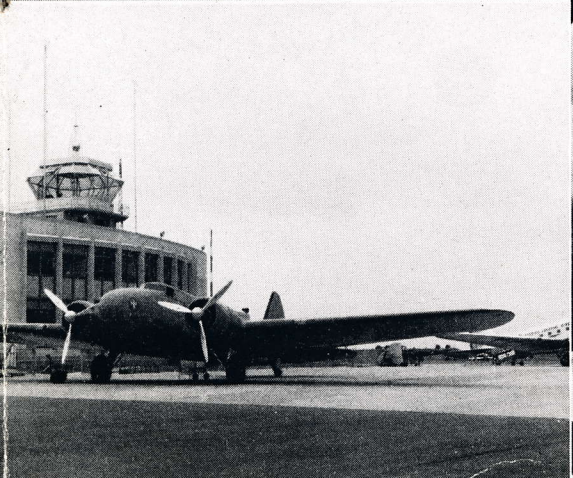
Canoe being loaded into United States Army plane servicing the "Canol" oil project at Norman Wells.

W. I. B. photo

At right, top to bottom:—Air transport brings men and supplies to the remote interior of Canada's rich but relatively undeveloped Northland.

A large air freighter, which has figured in almost every big air-freighting contract into the Canadian North, is shown loaded with mill supplies at Kenora, Ontario, for despatch to Northern Ontario points.

Giant transport plane of the United States Army disgorging supplies at Norman Wells for "Canol" oil project. W. I. B. photo



Yellowknife, N. W. T., looking to the north

Eldorado Mine, Labine Point, Great Bear Lake, N. W. T.

Aklavik, looking south

R. C. A. F. photos

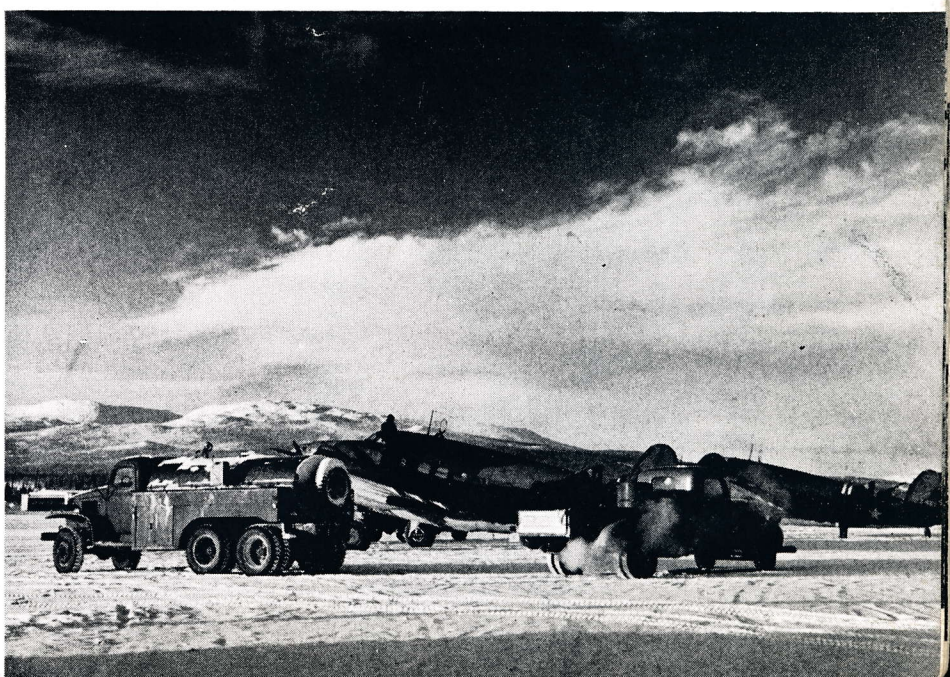
Winging northward.
W. I. B. photo

and pipelines have marched forward together in the North Country, while existing rail facilities have been expanded and new major routes surveyed, and water highway facilities enlarged to meet peak traffic loads.

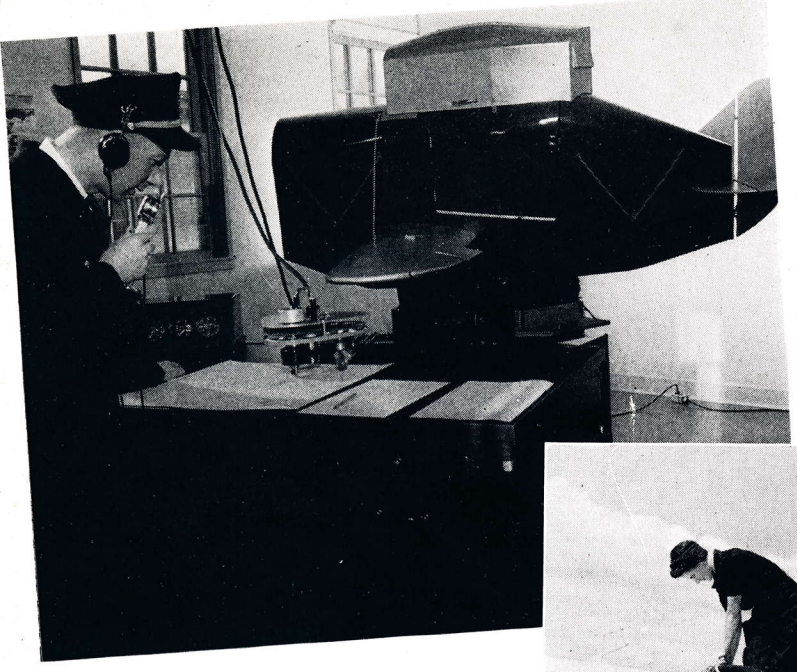
It is also doubtful if any region in the English-speaking world has been so highly publicized in the press as Northern Canada during the past few years. It has been a virtual mecca for news-covering correspondents. Highlighted by the Alaska Highway and joint defence airfield chain, together with the strategic position of Alaska in connection with continental defence, the whole area has been blazoned in public print to the point where it is perhaps one of the most generally known, though not specifically analyzed, sections of the Western Hemisphere.

It is also a fact that the development of a vast airfield network has considerably altered the technique of northern flying. The single-engine bush planes of a decade ago, geared as they were to skis or floats according to winter and summer weather conditions, have largely disappeared except to off-line points.

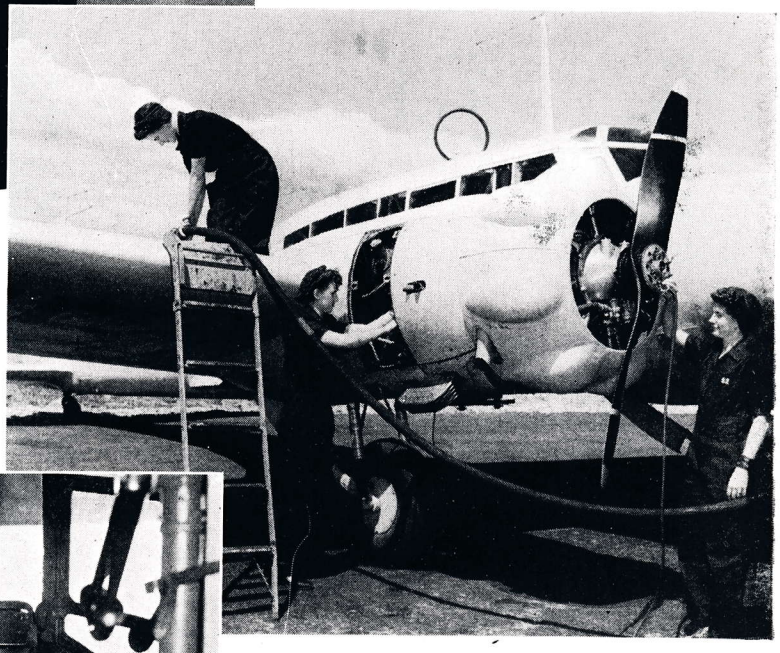
In the old days approximately three months of the year were lost in actual flying time due to freeze-up and break-up periods. To-day twin-engined high speed aeroplanes on wheels and flying on regular airline procedure and scheduled operations



Army transports fuelling up in Canada's Northwest.
W. I. B. photo

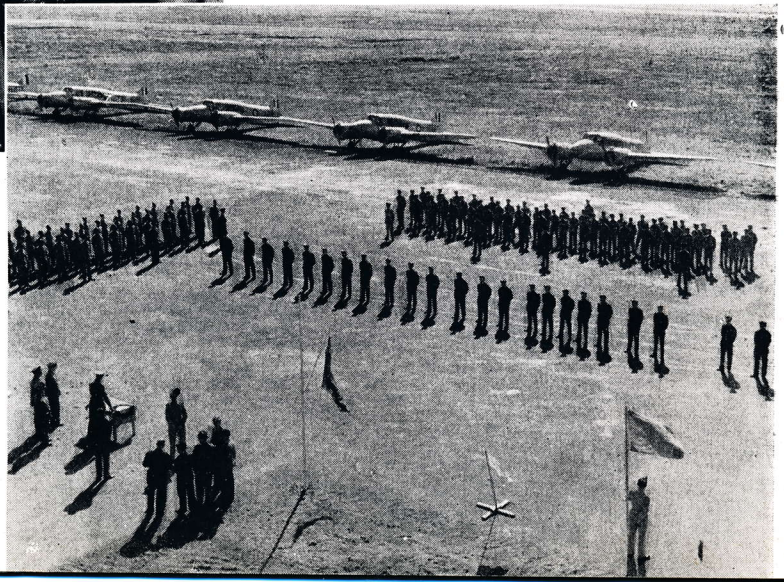


When you are in a Link Trainer you are really on your own and it is blind flying at its best. Photo shows Link Trainer at No. 2 Air Observer School at Edmonton, operated by CPA.



Girl members of "ground crew" servicing R. C. A. F. Avro Anson at No. 8 Air Observer School, Ancienne Lorette, Quecec.

Female employees checking instrument panel of R. C. A. F. training plane used at No. 9 Air Observer School.



First Wings Parade held at civilian-conducted training school at Ancienne Lorette, Quebec.

provide an all-year service on the basis comparable to the inter-city runs between major cities.

Airfields, the equal of those to be found in the great cities of Canada and the United States, are spotted throughout the broad expanse of the North. Navigational and weather facilities of the latest design are at the disposal of the military and commercial flyers. The extensive civilian ground facilities provided by Canada's air services branch of the Department of Transport will likewise be most important in connection with post-war global flying over the northern areas.

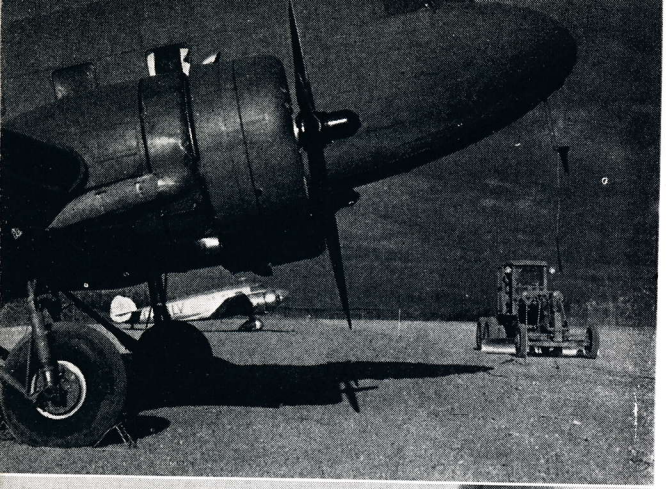
Air cargo has had its greatest growth in the North, and unlike smaller express types of traffic handled on the inter-city air routes the northern freight traffic even includes huge boilers, compressors, parts of steam shovels, and many supply items so urgently required to erect a vast continental defence system.

The impact of global war conditions on the northern pioneer economy has naturally brought about important economic and social changes. The former relatively low standards of wage payments have been largely replaced by the union scales of a continental industrial structure. Housing facilities have been vastly transformed from the rustic and generally improvised dwellings of the Old North to the prefabricated structures of the war period. Already progress is being made on town planning and the typical physical facilities of modern North American towns and cities are planned for major northern points. The overnight transition from the pre-war pioneer stage to the present highly complicated business practices has carried the North in a few short years into a whole new era of thought and progress.

Already governmental appreciation is being shown of the problems which have naturally arisen due to war conditions, and which are international in scope, and must be given serious consideration when peace returns. There has been formed the North Pacific Planning Project, an international research body which has been delegated to make an extensive study of the resources and problems of northern regions, with particular emphasis on the plans which should be devised to meet post-war problems in these areas. Officers connected with this organization are already deep in their research studies, and it is most interesting to note the complete co-operation between United States and Canadian officials as plans are made to develop post-war policies on a common basis to meet the requirements alike of both Alaska and

Bottom right:—Canada's long-experienced northern civilian pilots now play a vital war role in teaching students of the British Commonwealth Air Training Plan. Photo shows civilian pilot going over flight map with student crew at No. 2 Air Observer School at Edmonton.

Below:—Rich cargo of white fox furs from the rim of the Arctic.



Northern Canada. It is obvious that the present development has largely been of an international character, and likewise the issues to be faced after the war will have equal meaning to the citizens of both Canada and the United States.

Further information on the vast mineral and natural resources in the country will likely be forthcoming after the war as a result of the aerial inventory which Ottawa proposes making of Canada's natural resources as a post-war project. Not only would this provide governmental authorities with basic information but it would also be a means of re-employment for many R.C.A.F. trained personnel and provide equipment use in the period following the war.

Northern Canada is not at the top of the world as much as it is in the middle of the world—in an air sense. On the basis of the Azimuthal projection practically all great Circle routes between North America and Europe and Asia cross the Polar regions. Canada thus holds the key to future global routes and to-day military necessity has both developed the ground facilities and the aerial experience covering the northwestern route by Edmonton and to Alaska and a northeastern route from Montreal through Labrador. The middle northern mid-continental route through Winnipeg is not yet in operation but is considered feasible by airline operators.

The total area of the Northwest Territories and the Yukon amounts to slightly more than 1,500,000 square miles, or approximately two-fifths of the total area of the Dominion. The extent to which

Top:—Transport planes at Watson Lake airfield on the route to Alaska

W. I. B. photo

Centre:—C. H. Dickins, O.B.E., D.F.C., Vice-President and General Manager of CPA in cockpit of Lockheed acquired for servicing defence projects in Northern Canada. This high speed modern airliner is a far cry from the bush planes operated by "Punch" Dickins in his early flying days in opening up the North.

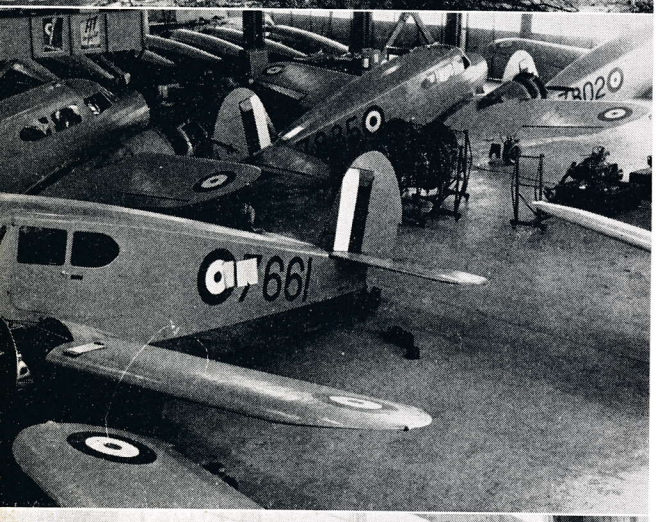
Air Commodore H. Hollick-Kenyon (left) famed northern and Antarctic pilot now supervisor of pilot training of CPA at Edmonton

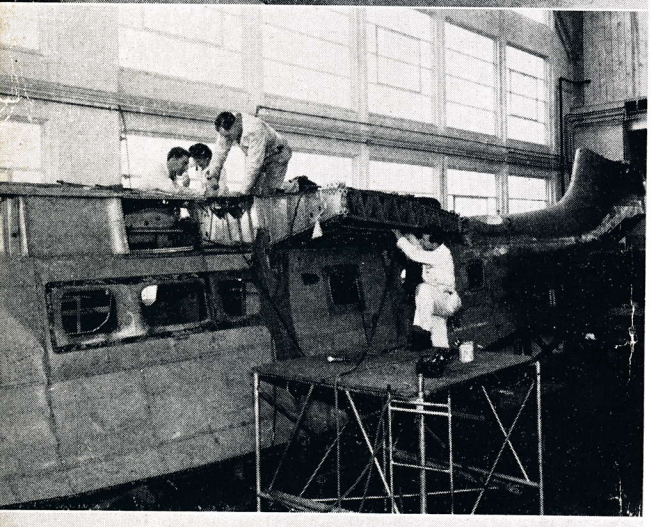
Yellowknife settlement, N. W. T. View showing new hotel and the community hall.

Aklavik. Floating dock for aeroplanes

Yellowknife settlement N. W. T. View from Latham Island

Photos courtesy N.W.T.





population and industrial development will be expanded depends largely on national policies and the degree to which immigration and trade expansion takes place in these regions and the Yukon. It is also expected that mineral and natural resources development will take place in the North after the war as a part of a national reconstruction plan which will create new opportunities for air freighting work.

It is equally true that there should be a fairly considerable tourist traffic development in these northern regions particularly with relation to big game hunting and fishing. The North Pacific area of this continent would seem to be one of the areas peculiarly suitable for the development of tourist air traffic due to unusual scenic and hunting possibilities and the fact that comparatively large population centres are removed from the North by only a few hours' flying time, and the lack of other adequate means of surface transport.

A new chapter in the never ending story of Canadian transportation is being written by the aeroplane in its sensational development of Northern Canada. To-day these routes carry war traffic but to-morrow they will undoubtedly be links in a global air chain. In this connection it appears certain that few countries have more to gain than Canada in the vast changes which will materialize in the coming air age.

Top to bottom:—

Northern lakes — fishermen's paradise

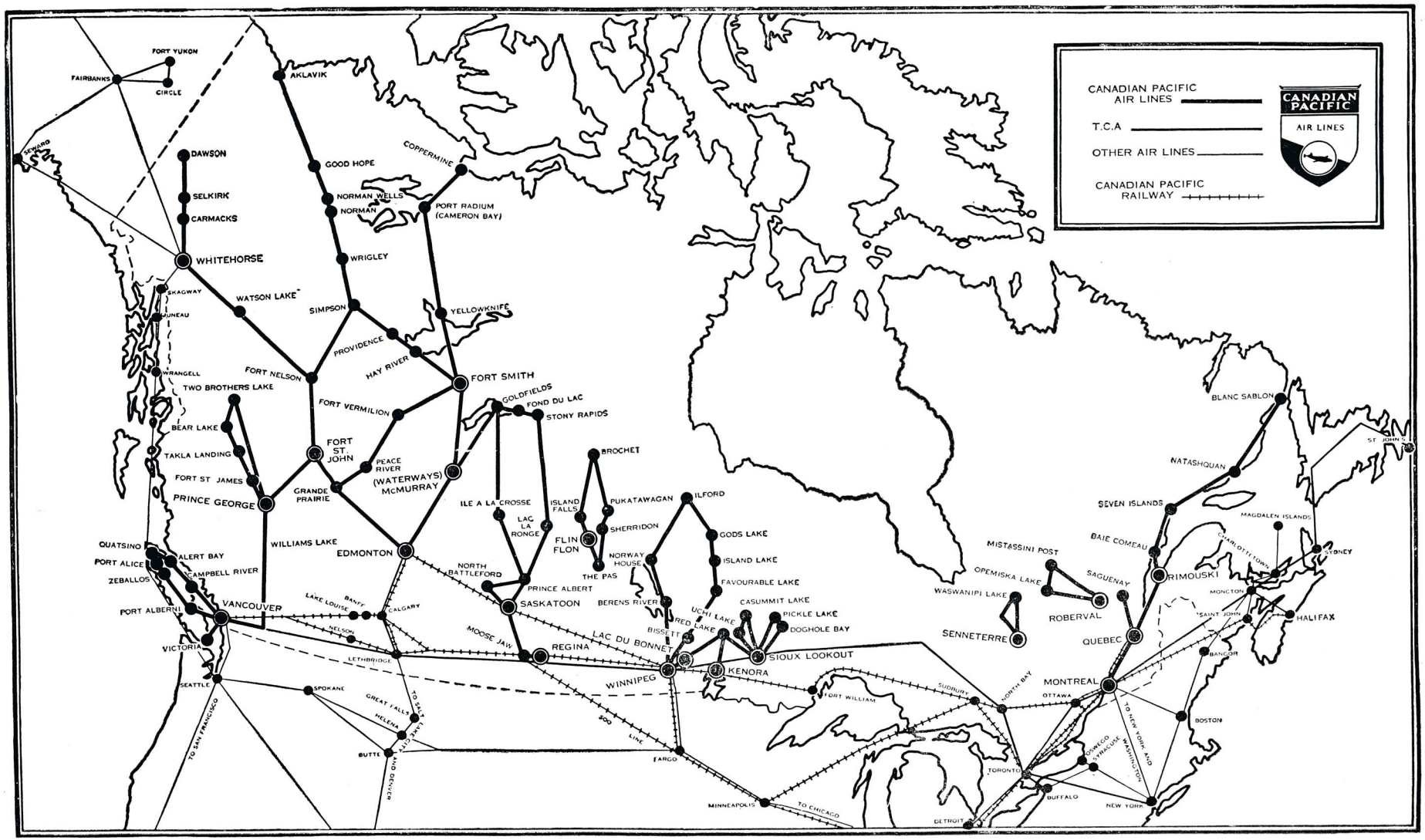
W. I. B. photo

Photo shows R. C. A. F. Cessna training planes in various stages of assembly after overhaul at repair plant in Moose Jaw, operated by CPA for repair and overhaul of R. C. A. F. equipment.

Workers in aircraft repair plant at New Westminster, British Columbia, repairing R.C.A.F. flying boat.

A welcome army of invasion was the great force of United States soldiers which cut the Alaska Highway through Canada's wilderness to Alaska. Through bushland, across muskeg and rivers, a vital artery in North America's network of defence is feeding weapons and supplies to the North. Photo shows typical engineers' camp seen from the mountain section of the highway.

W. I. B. photo


CANADIAN PACIFIC AIR LINES
T.C.A
OTHER AIR LINES
CANADIAN PACIFIC RAILWAY
CANADIAN PACIFIC
AIR LINES
FORT YUKON
FAIRBANKS
CIRCLE
SEWARD
AKLAVIK
DAWSON
SELKIRK
CARMACKS
GOOD HOPE
COPPERMINE
NORMAN WELLS
NORMAN
PORT RADIUM (CAMERON BAY)
WHITEHORSE
WRIGLEY
SKAGWAY
JUNEAU
WATSON LAKE
SIMPSON
YELLOWKNIFE
PROVIDENCE
HAY RIVER
WRANGELL
FORT NELSON
FORT SMITH
TWO BROTHERS LAKE
FORT VERMILION
GOLDFIELDS
FOND DU LAC
STONY RAPIDS
BEAR LAKE
FORT ST. JOHN
TAKLA LANDING
PEACE RIVER
(WATERWAYS) McMURRAY
FORT ST JAMES
GRANDE PRAIRIE
PRINCE GEORGE
ILE A LA CROSSE
LAC LA RONGE
ISLAND FALLS
BROCHET
PUKATAWAGAN
ILFORD
SHERRIDON
GODS LAKE
FLIN FLON
NORWAY HOUSE
ISLAND LAKE
THE PAS
FAVOURABLE LAKE
QUATSINO
ALERT BAY
PORT ALICE
CAMPBELL RIVER
ZEBALLOS
WILLIAMS LAKE
EDMONTON
NORTH BATTLEFORD
PRINCE ALBERT
SASKATOON
BERENS RIVER
CASUMMIT LAKE
UCHI LAKE
PICKLE LAKE
RED LAKE
DOGHOLE BAY
BISSETT
PORT ALBERNI
VANCOUVER
LAKE LOUISE
BANFF
CALGARY
NELSON
MOOSE JAW
REGINA
LAC DU BONNET
SIOUX LOOKOUT
VICTORIA
LETHBRIDGE
KENORA
SEATTLE
SPOKANE
WINNIPEG
FORT WILLIAM
SUDBURY
NORTH BAY
GREAT FALLS
HELENA
TO SALT LAKE CITY AND DENVER
SOO LINE
FARGO
BUTTE
TO SAN FRANCISCO
MINNEAPOLIS
TO CHICAGO
DETROIT
TORONTO
BUFFALO
NEW YORK
OGDENSBURG
SYRACUSE
WASHINGTON
TO NEW YORK AND BOSTON
BOSTON
MONTREAL
OTTAWA
BLANC SABLON
ST. JOHN'S
NATASHQUAN
SEVEN ISLANDS
MAGDALEN ISLANDS
CHARLOTTETOWN
SYDNEY
BAIE COMEAU
MISTASSINI POST
OPEMISKA LAKE
SAGUENAY
RIMOUSKI
WASWANIPI LAKE
ROBERVAL
MONCTON
SAINT JOHN
HALIFAX
SENNETERRE
QUEBEC
BANGOR

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